AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at page 5, line 1, with the following amended paragraph:

--FIG. 1 illustrates a known VGT 10 that includes a turbine wheel housing 12. An exhaust gas-driven turbine 17 is rotatably disposed within the housing and is mounted onto one end of a shaft 18 that is common to a radial air compressor (not shown) mounted onto an opposite end of the shaft 18 and housed in a compressor housing. The turbine housing 12 is configured having an exhaust gas inlet 14 that is configured to direct exhaust gas radially to the turbine wheel, and an exhaust gas outlet (not shown) that is configured to direct exhaust gas axially away from the turbine wheel 17 and the turbine housing 12. A volute (not shown) is connected to the exhaust inlet 14, and an outer nozzle wall is incorporated in the turbine housing adjacent the volute. Exhaust gas, or other high energy gas supplying the turbocharger 10, enters the turbine housing through the inlet 14 and is distributed through the volute in the turbine housing 12 for substantially radial delivery to the turbine wheel 17 through a circumferential nozzle entry.--

Please replace the paragraph beginning at page 5, line 14, with the following amended paragraph:

--Multiple vanes 22, which can be fixed, pivoting and/or sliding, are positioned annularly around an inlet portion 20 of the turbine housing. The vanes 22 are commonly controlled to alter the throat area of the passages between the vanes, thereby functioning to control the exhaust gas flow into the turbine. An arm or post 26 is interposed between an axial surface of the vanes and a nozzle ring, and is used to connect the vanes within the turbine housing~~.~~. In a preferred embodiment, the vanes are connected within the turbine housing by placement of the vane arms or posts 26 into respective openings 28 in the turbine housing.--

Please replace the paragraph beginning at page 6, line 19 with the following amended paragraph:

--FIGS. 2 and 3 illustrate an example embodiment of an improved actuation assembly 42 constructed in accordance with this invention. The assembly comprises a crank arm 44 having a ~~pinion gear 46 (crank arm pinion)~~ first gear member 46 at an axial end of the arm that is coupled to or that connects with ~~the~~ a second gear member of the unison ring 48. ~~The~~ In a preferred embodiment, the first gear member is a pinion gear 46 (crank arm

pinion) that comprises a number of gear teeth 47 and can be attached to the crank arm by conventional method, e.g., by threaded attachment, welding or the like.--

Please replace the paragraph beginning at page 6, line 25 with the following amended paragraph:

--In a preferred embodiment, the second gear member is a ~~A~~ rack gear (gear segment) 50 that is attached to the unison ring 48. The rack gear 50 may be connected to the unison ring 48 by conventional attachment method such as welding or the like. ~~However~~ The actuation assembly includes means for maintaining a predetermined distance between the first and second gear members during operation of the turbocharger and related thermal movement of the unison ring.~~, in,~~ In a preferred embodiment, the rack gear 50 is coupled to the unison ring 48 by engagement between cooperative rack gear and unison ring surface features or coupling members. More specifically, the unison ring and rack gear can be joined together by cooperative coupling members that are designed to both provide a secure point of attachment, and to allow for a desired degree of thermal expansion/contraction movement between the rack gear and unison ring to thereby minimize or eliminate altogether unwanted thermally induced binding between the pinion gear 46 and rack gear 50.--

Please delete the paragraph beginning on Page 7, line 21.